

The China Mail.

Established February, 1845.

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號五廿月二年四十八百八千一英

HONGKONG, MONDAY, FEBRUARY 25, 1884.

日九廿月正年申甲

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—R. AZAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GOSWELL STREET & Co., 50, Cornhill. GORDON & GORDON, Ludgate Circus, E.C. BATES HENRY & Co., 37, Walbrook, E.C. SAMUEL DRACON & Co., 150 & 154, Leadenhall Street.

PARIS AND EUROPE.—GALLIEN & PAVIER, 30, Rue Lafayette, Paris. NEW YORK.—ANDREW WINE, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—DEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SAYLE & Co., Singapore. G. HEINSEN & Co., Manila.

CHINA.—Messrs. A. DE MELO & Co., Shanghai, Quingai & Co., Amoy, WILSON, NICHOLS & Co., Pootung, HEDGE & Co., Shanghai, LAMB, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LAMB, CRAWFORD & Co.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000.
INSTALLED CAPITAL, 920,765.02
RESERVE FUND, \$2,500,000.
INSTALLED FUND, 698,336.43
Total, \$8,119,101.45

COURT OF DIRECTORS.
Chairman—W. R. BARNES, Esq.
Deputy Chairman—W. S. YOUNG, Esq.
H. L. DALRYMPLE, Esq.
W. H. FORBES, Esq.
A. GILBERT, Esq.
H. F. B. JOHNSON.

CHIEF MANAGER.
HONGKONG, THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI, E. W. GARDNER, Esq.
LONDON, BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balances.

For Fixed Deposits:—
For 3 months, 3 per cent. per annum.
" 6 " 4 " " " "
" 12 " 5 " " " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, August 25, 1883.

Intimations.

HONGKONG & SHANGHAI BANKING CORPORATION.

THE FOURTH AND FINAL CALL of £10 Sterling per Share on the 20,000 SHARES, NEW ISSUE of this Corporation, in London, Calcutta, Bombay, Shanghai and Hongkong.

PROVIDED SHAREHOLDERS entitled to NEW SHARES, are requested to Pay, at the respective Offices, the above Call or its equivalent in the Currency of the above-mentioned places.

PROVISIONAL CERTIFICATES are being issued in exchange for the First Call Receipts, which are to be surrendered to the Bank.

HOLDERS of Provisional Certificates, when paying this Call, will please send same to this Office to be endorsed.

The Rate of Exchange for Hongkong is fixed at 3s. 8d. or \$55.93 per Share.

Interest at the Rate of 7 1/2 per Annum will be charged on Calls unpaid on the 31st December.

By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, December 13, 1883.

WILLIAM DOLAN, SAIL-MAKER & SHIP-CHANDLER, 22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS, MANILA ROPE, AMERICAN OAKUM, LIFE BUOYS, COILS JACKETS, &c., &c., &c.

Hongkong, May 1, 1882.

Mr. Andrew Wind, NEWS AGENT, &c., 133, NASSAU STREET, NEW YORK.

Intimations.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, at THREE O'CLOCK in the Afternoon of TUESDAY, the 20th February instant, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the year ending 31st December, 1883.

The Transfer BOOKS of the Company will be CLOSED from the 13th to the 23rd instant, both days inclusive.

By Order,
JAS. B. COUGHTRE, Secretary.
Hongkong, February 4, 1884.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY Yearly MEETING of SHAREHOLDERS will be held in the Office of the Company, No. 14, Cecil Street, on TUESDAY, the 26th instant, at 3.30 p.m., for the purpose of receiving the Report of the Directors, and a Statement of Accounts to 31st December, 1883.

The Transfer BOOKS of the Company will be CLOSED from the 15th to the 25th instant, both days inclusive.

By Order of the Board of Directors,
D. GILLIES, Secretary.
Hongkong, February 4, 1884.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, No. 7, Queen's Road, at 12 O'CLOCK, Noon, of THURSDAY, the 28th February instant, to receive a Statement of Accounts to the 31st December, 1883, the Report of the General Managers, and to elect a Consulting Committee and Auditors.

JARDINE, MATHESON & Co., General Managers.
Hongkong Fire Insurance Co., Ltd.
Hongkong, February 4, 1884.

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

THE Transfer BOOKS of the Company will be CLOSED from the 15th to the 25th instant, both days inclusive.

JARDINE, MATHESON & Co., General Managers.
Hongkong Fire Insurance Co., Ltd.
Hongkong, February 4, 1884.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Yearly MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, on THURSDAY, the 28th day of February, current, at THREE O'CLOCK p.m., for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 31st December, 1883.

By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, February 5, 1884.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the REGISTER of SHARES of the Corporation will be CLOSED from the 14th to the 23rd February current (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON, Chief Manager.
Hongkong, February 5, 1884.

THE ANNUAL GENERAL MEETING of the MEMBERS of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on FRIDAY, the 29th instant, at 3.30 p.m., at the CITY HALL.

By Order,
D. GEORGE, Secretary.
Hongkong, February 19, 1884.

HONGKONG ENGINEERS' INSTITUTE.

A General MEETING of MEMBERS of the Institute will be held on WEDNESDAY, the 6th March, at the INSTITUTE Rooms, at 8.15 p.m.

JAMES K. REBBECK, Hon. Secretary.
Hongkong, February 21, 1884.

For Sale.

LANE, CRAWFORD & Co.

STOREKEEPERS, WINE MERCHANTS, &c.

HAVE RECEIVED—

THE FOLLOWING FRESH STORES, FROM GROSSE & BLACKWELL AND OTHER BEST PACKERS:

Dried and Fresh HERRINGS.
Kipperd HERRINGS and Yarmouth BLOATERS.
BARNES' Celebrated Home-made JAMS.
French JAMS and BUTTER.
KEILLEN'S MARMALADE.

Paté de Foie Gras and Assorted English Patés.
English, French, Dutch and American ASPARAGUS.
Galatin of GAME, BROWN, BOAR'S HEAD, CAVIARE.
Best French SARDINES in Oil and Citron.
Ox TONGUES, Picnic TONGUES, Dried TONGUES, &c.

SAUCES, CHUTNIES, CHEESE, HONEY.
French, English and American Tinned VEGETABLES.
SOUPS, TARRAGON, VINEGAR, &c., &c.
BEAR'S Celebrated Suffolk Bacon and HAMS.
Assorted WINES, SPIRITS and LIQUEURS,—as per Lists.

Hongkong, February 16, 1884.

LAST WEEK OF CLEARANCE SALE!

STILL FURTHER REDUCTIONS!

CARPETS! CARPETS!! CARPETS!!!

ALL MADE AND FITTED FREE OF CHARGE.

FOR ONE WEEK MORE ONLY!

SALE POSITIVELY FINISHES ON

SATURDAY,

the 23rd February.

SAYLE & Co.,

VICTORIA EXCHANGE.

Hongkong, February 18, 1884.

Intimations.

NOTICE.

IT is hereby notified to the Public that the MILITARY AUTHORITY are about to lay a MINE FIELD on the Hongkong side of the LY-MEE-MU Pass, for the purpose of making experiments. The FIELD will be marked by Two Buoys moored in the Centre of the Pass; and to prevent fouling the MINE CABLES and MOORINGS, Masters of Vessels navigating the Channel are cautioned to keep on the North-East or Chinese side of the said Buoys.

GUARD BOATS will be stationed to warn Shipmasters provisions to follow the Mines.

H. G. THOMSETT, Harbour Master, &c.
HONGKONG DEPARTMENT,
Hongkong, February 5, 1884.

HOP SHING & Co., ENGINEERS, BOILER MAKERS, COPPER SMITHS, BRASS & IRON FOUNDERS, &c.

WEST POINT IRON WORKS.

HAVING This Day commenced BUSINESS, are ready to undertake work of the above Descriptions under the Supervision of an Experienced European.

Orders executed with the utmost despatch and at moderate terms.

24th September, 1883.

THE SINGAPORE TRAMWAY COMPANY, LIMITED.

CAPITAL, \$500,000, IN SHARES OF \$100 EACH; \$5 PAYABLE ON APPLICATION, \$25 ON ALLOTMENT; THE REMAINDER AS MAY BE REQUIRED.

Directors.
Hon. JAMES GRAHAM, M.L.C., (Messrs. Fraser, Son & Co.)
Hon. W. G. GULLAND, M.L.C., (Messrs. Fraser, Son & Co.)
Hon. ANDREW CURRIE, M.L.C., (Messrs. The Bank of India, Ltd.)
JOHN R. CUTHBERTSON, Esq., (Messrs. Bousfield & Co.)

T. H. SOHST, Esq., (Messrs. POTTS & CO., KILNER & Co.)
JOHN BLAIR, Esq., Manager.
(TANJONG PAGER DOCK COMPANY, LIMITED).

ONG KEU HO, Esq., (Messrs. Ong Kev Ho & Co.)
Engineer.
JOHN STRAIN, Esq., C.E., Glasgow.

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

Office,
14, COLVILL STREET, SINGAPORE.
General Agents.

Object.
To construct and work Tramways, for the carriage of passengers and goods, and in the important, populous and rapidly increasing town of Singapore, under authority given by Ordinances of the Legislative Council of the Straits Settlements.

Applications for SHARES may be sent in to any of the Agencies and Branches of the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, from whom Copies of the Prospectus can be obtained.

Applications from China will be received up to the 29th of February, 1884.

Intimations.

ROBT. SIM & Co.'s PATENT ANTI-FOULING COMPOSITION

as supplied to Her Majesty's Ship, the R. & O. S. N. Co. The Douglas Steamship Company; The Japanese Government.

Sole Agent, China, Japan, and Manila, EDWARD GEORGE.
Hongkong, January 31, 1884.

Twelfth Volume of the "CHINA REVIEW"

Now Ready.
No. 3.—Vol. XII.
—OF THE—
"CHINA REVIEW"

CONTAINS—
The Eight "Lions" of Canton.
China during the Tan Dynasty, A.D. 204-410.

The Wanchow Dialect.
A Chip from Chinese History, or the Last Two Emperors of the Great Sung Dynasty, 1101-1124.

Hakka Folk-Lore.
Scrap from Chinese Mythology.
Some Hakka Songs.
Notice of New Books and Literary Intelligence.
Notes and Queries.
Books Wanted, Exchanges, &c.
To Contributors.
(Hongkong, February 1, 1884.)

For Sale.

NOW ON SALE.
A CHINESE DICTIONARY IN THE CANTONESE DIALECT, BY DR. E. J. EITEL.

CROWN OCTAVO, PP. 1018.
HONGKONG, 1877-1883.

Part I. A-K, ... \$2.50
Part II. K-M, ... \$2.50
Part III. M-T, ... \$3.00
Part IV. T-Y, ... \$3.00

A Reduction of 10 per cent. will be allowed to purchasers of Ten or more copies.

This Standard Work on the Chinese Language, constructed on the basis of Kanghi's Imperial Dictionary, contains all Chinese characters in practical use, and while alphabetically arranged according to the sounds of the oldest dialect of China, the Cantonese, it gives also the Mandarin pronunciation of all characters explained in the book, so that its usefulness is by no means confined to the Cantonese Dialect, but the work is a practically complete Thesaurus of the whole Written Language of China, ancient and modern, as used over the Empire, whilst its introductory chapters serve the purposes of a philological guide to the student.

A Supplement, arranged for being bound and used by itself, containing a List of the Radicals, an Index, and a List of Surnames, will be published and sold separately.

LANE, CRAWFORD & Co.
Hongkong, January 15, 1883.

THE REPORT OF THE TRIAL OF LOGAN AT CASON that appeared in the China Mail has been printed in PAMPHLET FORM, and is now on Sale.

Price, 30 Cents.
Hongkong, October 1, 1883.

For Sale.

PUBLICATIONS BY J. DYER BALL.

"CANTONESE MADE EASY"—A Book of SIMILE SENTENCES in the CANTONESE COLLOQUIAL, with Free and Literal Translations; and Directions for Rendering English Grammatical Forms into Chinese and vice versa.—Price, \$2. Interleaved Copies, \$2.50.

"We most cordially recommend it."—China Review. "Will be found to supply a want long felt by students of Cantonese."—Daily Press. "Mr. BALL'S Notes on Classifiers and Grammar will be found very valuable."—China Mail.

"EASY SENTENCES in the HAKKA DIALECT WITH A VOCABULARY."—Price, \$1.

"The Sentences given appear to be well arranged."—China Mail. "Contains a wide range of subjects."—Chinese Recorder, &c. "An extensive Vocabulary."—Daily Press.

FOR SALE at Messrs. KELLY & WALSH'S, W. BIRCHALL & Co., LANE, CRAWFORD & Co., Hongkong; and at Messrs. THOMES & Co., London.

Hongkong, January 23, 1884.

FOR SALE.

JULIUS MUMM & Co.'s CHAMPAGNE, Quarts, ... \$20 per doz. Case. Pints, ... \$21 per doz. " " GIBBS, LIVINGSTON & Co.
Hongkong, December 20, 1883.

FOR SALE CHEAP.

FIVE Hundred to Six Hundred Tons COKE and COAL TAR, in lots to suit, from one ton upwards.

CHOY CHEW, 230, Praya West.
Hongkong, June 18, 1883.

NOW READY.

PRICE, \$1.00.
COMPARATIVE CHINESE FAMILY LAW, BY E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong; at LANE, CRAWFORD & Co., Hongkong, and at the China Mail Office.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.
S. S. "KUMAMOTO MARU," FROM KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after the 20th instant, will be landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-day, the 20th February.

Cargo remaining undelivered after the 27th instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, February 20, 1884.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Ashburne having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Ex. Regulation.

No mark, no number, 2 bundles Iron. S. H. (in trial). S. J. 3=1 Case. S. J. 1409=1 bag Raisins. S. & C. 1=1 Case. CEME, 1, 6, 7, 9, 4=1 CASE.

I. MARTIN, Acting Agent.
Hongkong, February 9, 1884.

To Let.

GODOWN-STO LET.

PRAYA EAST AND WANAMAI ROAD. For Particulars, apply to SIEMSEN & Co.
Hongkong, April 26, 1882.

TO LET.

THE PREMISES now occupied by us, No. 11, QUEEN'S ROAD CENTRAL. For further Particulars apply to Messrs. RUSSELL & Co.

GEO. R. STEVENS & Co.
Hongkong, August 1, 1883.

TO LET.
"PARADE VILLA," ROBINSON ROAD, and No. 56, PRY STREET. Possession from 1st March.

Apply to DORAJEE NOWROJEE, Victoria Hotel.
Hongkong, February 22, 1884.

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship "Antenor," Captain BRAGG, will be despatched on or about the 25th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, February 13, 1884.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW. The Co.'s Steamship "Thales," Captain POCOCK, will be despatched for the above Port on TUESDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.
Hongkong, February 23, 1884.

FOR BANGKOK (DIRECT).

THE SCOTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamer "Arcticon," Captain JAMES JORDAN, will be despatched for the above Port on TUESDAY, the 26th inst., at 8 a.m.

For Freight or Passage, apply to YUEN FAT HONG, Agents.
Hongkong, February 22, 1884.

STEAM TO BOMBAY VIA STRAITS.

The P. & O. S. N. Co.'s Steamship "Sumatra," Captain ASHROD, will leave for the above places on WEDNESDAY, 27th February, at 4 p.m.

A. McIVER, Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, February 21, 1884.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHEW. The Co.'s Steamship "Lugat," Captain ASHROD, will be despatched for the above Ports on THURSDAY, the 28th inst., at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.
Hongkong, February 23, 1884.

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL. The Steamship "Selenia," Captain FOWLER, will be despatched for the above Port on or about SATURDAY, 1st March, instead of as previously advertised.

For Freight or Passage, apply to RUSSELL & Co.
Hongkong, February 22, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS. The Co.'s Steamship "Irresistible," Commandant PASCAUD, will be despatched for the above Ports shortly after the arrival of the next French Mail from Europe.

I. MARTIN, Acting Agent.
Hongkong, February 10, 1884.

Shipping.

STEAMERS.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS.)

The Co.'s Steamship "Penzance," Capt. G. STUBBS, will be despatched as above on or about THURSDAY, the 28th instant.

For further Particulars, apply to MELORES & Co., Agents.
Hongkong, February 13, 1884.

Sailing Vessels.

FOR SAN FRANCISCO. The S.S. L.I.L. American Ship "Penzance," Capt. G. STUBBS, will be despatched as above on or about THURSDAY, the 28th instant, and will have quick despatch.

For Freight, apply to RUSSELL & Co.
Hongkong, January 20, 1884.

FOR VICTORIA, BRITISH COLUMBIA. The American Bark "

For Sale.

MacEWEN, FRICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSARIAT),
ARE NOW LANDING
FROM AMERICA.

CALIFORNIA
CRACKER
COMPANY'S BISCUITS in 5 lb
tins, and loose.
Soda BISCUITS.
Assorted BISCUITS.

Small ROMNEY.
Cracked WHEAT.
OATMEAL.
CORNMEAL.

TOPOCAN BUTTER.
Apple BUTTER.
Eastern and Californian CHEESE.
COTTAGE, Brie, and Swiss.
PRIMA HAM and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 25 lb kags.
Beau Ideal SALMON in 5 lb cans.
Outing's Dessert FRUIT in 24 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
Starred PEPPERS.
Assorted SOUPS.
Richardson & Robbins' Celebrated Potted
MEATS.

Lunch HAM.
Lamb's TONGUES.
Clam CHOWDER.
Fresh DREGGED SALMON.
Dried APPLES.
TOMATOES.
SUGAR CABBAGE.
Maple SYRUP.
Golden SYRUP.
LOBSTERS.
OYSTERS.
HONEY.
Assorted JELLIES.
Green CORN.

FAIRBANKS' SCALES.
400 lb. Capacity.
600 lb. " "
900 lb. " "
1,200 lb. " "

CORN BROOMS.
OFFICE HIGH CHAIRS.
AXES and HATCHETS.
AGATE IRON WARE.
WAFLE IRONS.
SMOOTHING IRONS.
PAINTS and OILS.
TALLOW and TAR.
VARNISHES.

DEVOS'S NONPAREIL
BRILLIANT
KEROSENE OIL,
150° test.

Ex late Arrivals from
ENGLAND.
A LARGE ASSORTMENT OF
STORIES,
including:
CHRISTMAS CAKES.
PLUM PUDDINGS.
MINCEMEAT.
ALMONDS and RAISINS.

Crystallized FRUITS.
TENDERLY PREPARED FRUITS.
Pudding RAISINS.
Lente CURRANTS.
Fine YORK HAMS.
PICNIC TONGUES.
PATE DE FOIE GRAS.
SAVORY PATES.

SPARTAN
COOKING STOVES.
TOHOCK HOUSE LAMP.
PERFECTION STUDENT LAMP.

CLARETS.
CHATEAU MARGAUX.
CHATEAU LA TOUR, plants & quarts.
BRES. GRAVES.
BREAKFAST CLARET.

SHERBIES & PORT.
SACON'S MANZANILLA & AMON-
TILLADO.
SACON'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.
1 and 3-star HENNESSY'S BRANDY.
BISQUIT DUBOUCHÉ & Co.'s BRANDY.
FINEST OLD BOURBON WHISKY.
KIDMAN'S LL WHISKY.
ROYAL GLENDE WHISKY.
BOARDS' OLD TOM.
E. & J. BURKE'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOBLY FRAT & Co.'s VERMOUTH.
GRABER'S GINGER BRANDY.
EASTERN CIDER.
CHAMPAGNE.
MARASCHINO.
ORANGEADE.
ANGOSTURA, BOTTLED and ORANGE
BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, plants and quarts.
GUINNESS'S STOUT, bottled by D. &
J. BERRY, plants and quarts.
DRAUGHT ALE and PORTER, by the
Gallon.
ALE and PORTER, in hogheads.

SPECIALTY SELECTED
CIGARS.

Fine New Season's CUMSHAW TEA, in
5 catty boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF
SAVES, CASH and PAPER
BOXES, at Manufacturer's Prices.
Hongkong, December 1, 1883. 1043

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MARSEILLES, MALTA, GIBRALTAR,
BRINDISI, TRIESTE, VENICE,
PLYMOUTH AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.
N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PEKINGIAN,
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
GANGES, Captain W. B. ANDREWS, with
Her Majesty's Mail, will be despatched
from this for LONDON, via BOMBAY
and SUEZ CANAL, on TUESDAY, the
4th March, at 4 p.m.
Cargo will be received on board until
10 a.m. on the day of sailing.
Sails and Values for Europe will be
transhipped at Colombo; Tea and Gen-
eral Cargo for London will be conveyed
on Bombay without transhipping, arriving
one week later than by the ordinary direct
route via Colombo.
For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR & ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.
The Contents and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bills of Lading.
N.B.—This Steamer takes Cargo and Pas-
sengers for MARSEILLES.
A. McIVER, Superintendent.
Hongkong, February 21, 1884. 332

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.
THE U. S. Mail Steamship CITY OF
TOKYO will be despatched for San
Francisco, calling at Yokohama and Hon-
olulu, on MONDAY, the 3rd March, at
3 p.m., taking Passengers and Freight, for
Japan, the United States, and Europe.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Indian Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
San Juan, are to be issued at the Company's
and connecting Steamers.
Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
Passengers, who have paid full fare, re-embarking at San
Francisco for China or Japan (or vice versa)
within six months, will be allowed a discount
of 20% on Return Fare; if re-embarking
within one year, an allowance of 10% will
be given from Return Fare. Pre-Paid Re-
turn Passage Orders, available for one year,
will be issued at a Discount of 35% from
Return Fare. These allowances do not apply
to through fares from China and Japan to
Europe.
Freight will be received on board until 4
p.m. on the 2nd March. Parcel Packages
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full value of same
is required.
Consular invoices to accompany Overland
Cargo should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 53, Queen's Road Central.
E. FOSTER,
Agent.
Hongkong, February 21, 1884. 330

WASHINGTON BOOKS.
(In English and Chinese.)
WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office—Price, \$1 each.
CHINA MAIL OFFICE.

Stocks.	No. of Shares.	Value.	For- ward.	Rever-	Parti-	Last Day's Closing
H.K. & S'hai Bank	90,000	125	125	3,108,336	52,503.02	22
INSURANCES						
China Ins. Co.	5,000	200	200			11,150 p. sh.
Yongtze Ins. Co.	8,000	25	25	20,000		18
Union Ins. Co.	2,000	1,250	1,250	50,000	576,391.00	13,201
China Traders'						
Insurance	24,000	63.33	63	600,000	107,111.6	227
C'lon Ins. Office	10,000	250	250		106,177.77	102
Chinese Ins. Co.	1,500	1,000	200	100,375	Debit balance	32
H.K. Fire Ins.	8,000	250	50	861,000	250,732.50	220
China Fire Ins.	30,000	100	2	600,000	105,366.40	33.6
SEAL & PANES.						
H.K. C. and M.						
Steamboat	8,000	100	70	215,000	53,691.89	6
Indo-China S.						
Nar. Co.	120,000	10	10	Depre-		20
China & Manila				ciation		dis.
S.S. Coy., Lt.	3,500	100	all	Fund		
SEMPERPARVUS.						
H.K. & W'lyon						
Dock	10,000	125	125	518,000	2,083.0	4
H.K. and China						
Gas Co.	5,000	10	10	773,148.5	1,144.18	9
H'kong Hotel	2,000	100	100	30,000		53
China Sugar Co.	9,000	100	100		5,955.68	120
H'kong Ice Co.	1,200	100	100	15,250	687.06	12
H'kong Bakery	600	50	50	4,000	253.45	35
Luzon Sugar Co.	7,000	100	100		4,000.00	84
Perak Tin Min-						
ing & Smelting						
Company	3,000	50	all	First year		210
Selangore Tin						
Mining Co. of						
Shanghai	2,500	100	all			5450
LOANS.						
Chi. Imp.	1874	6,275	2	100	all	8
"	1877	10,040	2	100	all	8
"	1878	3,890	TL	500	all	8
"	1881	8,560	TL	500	all	8
Sugar Deben-						
tures, 1880	600	500	all	8	June & Dec.	2

* For 6 months to 30th June.—Dividend for 1882 and Bonus of 25 per cent.—To 30th April
1883.—For 1 year 1881.—For half year ended 30th June, 1883.
EDWARD GEORGE, Share Broker.

Insurances.

LANCASHIRE INSURANCE
COMPANY.
(FIRE AND LIFE.)
CAPITAL—TWO MILLIONS STERLING.
THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods on board Vessels and on Hulls of
Vessels in Harbour, at the usual Terms
and Conditions.
Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.
If required, protection will be granted on
first class lives up to £1000 on a Single
Life.
For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBBERG & Co.,
Agents, Hongkong & Canton.
Hongkong, January 4, 1887. 100

NOTICE.
QUEEN FIRE INSURANCE COM-
PANY.
THE Undersigned are prepared to accept
Risks on First Class Goods on a 1/2
per cent. net premium per annum.
NORTON & Co., Agents.
Hongkong, May 19, 1881. 938

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.
THE Undersigned, Agents of the above
Company, are authorized to insure
against FIRE at Current Rates.
GILMAN & Co.
Hongkong, January 1, 1882. 14

THE STRAITS INSURANCE COM-
PANY, LIMITED.
THE Undersigned having been appointed
Agents for the above Company are
prepared to GRANT POLICIES on MARINE
RISKS to all parts of the World, at current
rates.
ARNHOLD, KARBBERG & Co.
Hongkong, November 5, 1883. 855

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF
His Majesty King George The First,
A. D. 1720.
THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates, payable either
here in London, or at the principal Ports
of India, China and Australia.
Fire Department.
Policies issued for long or short periods at
current rates.
Life Department.
Policies issued for sums not exceeding
£5,000 at reduced rates.
HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872. 466

To-day's Advertisements.

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED
FOR BATAVIA, SAMARANG AND
SOURABAYA, VIA SAIGON
AND PONTOIANAK.
The Company's Steamship
"Camora,"
Capt. H. J. VAN DER
CAPTAIN, will be
despatched for Batavia, on the 26th inst.,
at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, February 25, 1884. 343

FOR SHANGHAI
The Steamship
"Peking,"
Capt. H. J. VAN DER
CAPTAIN, will be
despatched for Shanghai, on the 26th inst.,
at 4 p.m.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, February 25, 1884. 344

Stocks.	No. of Shares.	Value.	For- ward.	Rever-	Parti-	Last Day's Closing
H.K. & S'hai Bank	90,000	125	125	3,108,336	52,503.02	22
INSURANCES						
China Ins. Co.	5,000	200	200			11,150 p. sh.
Yongtze Ins. Co.	8,000	25	25	20,000		18
Union Ins. Co.	2,000	1,250	1,250	50,000	576,391.00	13,201
China Traders'						
Insurance	24,000	63.33	63	600,000	107,111.6	227
C'lon Ins. Office	10,000	250	250		106,177.77	102
Chinese Ins. Co.	1,500	1,000	200	100,375	Debit balance	32
H.K. Fire Ins.	8,000	250	50	861,000	250,732.50	220
China Fire Ins.	30,000	100	2	600,000	105,366.40	33.6
SEAL & PANES.						
H.K. C. and M.						
Steamboat	8,000	100	70	215,000	53,691.89	6
Indo-China S.						
Nar. Co.	120,000	10	10	Depre-		20
China & Manila				ciation		dis.
S.S. Coy., Lt.	3,500	100	all	Fund		
SEMPERPARVUS.						
H.K. & W'lyon						
Dock	10,000	125	125	518,000	2,083.0	4
H.K. and China						
Gas Co.	5,000	10	10	773,148.5	1,144.18	9
H'kong Hotel	2,000	100	100	30,000		53
China Sugar Co.	9,000	100	100		5,955.68	120
H'kong Ice Co.	1,200	100	100	15,250	687.06	12
H'kong Bakery	600	50	50	4,000	253.45	35
Luzon Sugar Co.	7,000	100	100		4,000.00	84
Perak Tin Min-						
ing & Smelting						
Company	3,000	50	all	First year		210
Selangore Tin						
Mining Co. of						
Shanghai	2,500	100	all			5450
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Chi. Imp.	1874	6,275	2	100	all	8
"	1877	10,040	2	100	all	8
"	1878	3,890	TL	500	all	8
"	1881	8,560	TL	500	all	8
Sugar Deben-						
tures, 1880	600	500	all	8	June & Dec.	2

To-day's Advertisements.

VICTORIA LODGE, No. 1026.
THE BRETHREN are INVITED to
assemble at MAXWELL HALL TO-MOR-
ROW, the 26th instant, at 3.45 p.m., to
attend the Funeral of late Brother P. A.
DA COSTA, M.M., Penvenance Lodge,
1160.
By Command of the W.M.,
A. O'D. GOURDIN,
Secretary.
Hongkong, February 25, 1884. 348

THE BRETHREN are INVITED to
assemble at FUGAZONE'S HALL, at
3.45 p.m. TO-MORROW (26th), to attend
the Funeral of the late Brother P. A. DA
COSTA, of Penvenance Lodge.
By Command,
J. KEATING, R.W.M.
Hongkong, February 25, 1884. 350

HONGKONG, CANTON AND MACAO
STEAMSHIP COMPANY,
LIMITED.
MR. THOMAS ARNOLD will act as
Secretary of the above Company
until further Notice.
E. R. BELILIOS,
Chairman.
Hongkong, February 25, 1884. 346

FOR HOIHOW AND PAKHOL
The Steamship
"Peking,"
Capt. H. J. VAN DER
CAPTAIN, will be
despatched for the above
Ports on WEDNESDAY, 27th instant, at
Daylight.
For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, February 25, 1884. 345

SEALED TENDERS for the SUPPLY
of about 150 Tons best Quality CAR-
DIFF COALS will be received at the
HONGKONG CONSULATE, Hongkong, up to
11 a.m. on THURSDAY, the 28th instant,
the Coals to be delivered into the Bunkers
of the Transport Office.
Portuguese Consulate,
Hongkong, February 25, 1884. 349

NAVAL CONTRACTS, 1884-85.

SEALED TENDERS, in Duplicate, will
be received by the Undersigned, until
 Noon, on THURSDAY, the 6th Proximo,
from Persons desirous of SUPPLYING
the following ARTICLES for the Use of
H. M. NAVY for the year 1884-85, viz:—
DISCUTS, FRESH MILK,
SOFT BREAD, RAISINS,
FRESH BEER, RICE,
" VEGETABLES, SUGAR,
" POTATOES, TEA,
AND WATER.
Printed Forms of Tenders and further
Particulars can be obtained at the NAVAL
SECRETARY'S OFFICE.
The right to reject the lowest or any
Tender is reserved.
W. H. LOBE,
Secretary.
H. M. Victualling Yard,
Hongkong, 25th February, 1884. 342

IN THE SUPREME COURT OF HONGKONG.

IN BANKRUPTCY.
NOTICE.—LEONG SHAU SHAN, re-
siding at No. 22, Hollywood Road,
at Victoria, Hongkong, BROKER, having
been adjudged BANKRUPT under a Petition
for adjudication filed in the Supreme Court
of Hongkong on the 11th day of March, 1884,
the 4th day of March, 1884, is hereby re-
quired to surrender himself to EDWARD JAMES
ACKROYD, Esquire, the Registrar of the
Court, at the First Meeting of Creditors
to be held by the said Registrar, on
THURSDAY, the 4th day of March, 1884,
at 11 o'clock in the forenoon, precisely,
at his Chambers, Supreme Court House.
The said EDWARD JAMES ACKROYD,
Esquire, is the Official Assignee, and Mr.
DANIEL CALDWELL is the Solicitor
in the bankruptcy.
All Persons INDEBTED to the said
Bankrupt or who have any Property or
Effects of his in their possession, are hereby
warned not to pay the said Debts or deliver
the said Property or Effects except to the
said Assignee.
A Public Sitting will hereafter be ap-
pointed by this said Court for the said
Bankrupt to pass his List or Final Examina-
tion and to make application for his Dis-
charge, of which Sitting notice will be given
in the Hongkong Government Gazette.
The said Meeting of Creditors, the
Registrar will receive the Proofs of the
Debts of the Creditors and the Creditors
who shall have proved their Debts, respec-
tively, or the majority in value of the said
Creditors, are hereby directed to choose at
each Meeting an Assignee or Assignees of
the Bankrupt's Estate and Effects to be
called the Creditors' Assignee or Assignees.
Dated this 18th day of February, 1884.
DANIEL CALDWELL,
Solicitor,
Acting in default of Bankruptcy,
59, Queen's Road.

TO LET.
No. 256, PRATA GENERAL
No. 4, 7 and 8, SYMOUR TERRACE.
No. 10, HOLLYWOOD ROAD.
Apply to
DAVID SASSON, SONS & Co.
Hongkong, February 5, 1884. 341

Not Responsible for Debts.

Neither the Captains of the Agents, nor
Owners will be responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:
ASHBURNER, British steamer, Capt. J. M.
Lambert.—Jardine, Matheson & Co.
BELLOSA, German steamer, Captain W.
Schaefer.—Simms & Co.
HERCULES, American ship, Captain E.
Lincoln.—Captain.
MARGARET, German ship, Capt. Chas.
Pappe.—Order.
MARIE LOUISE, German barque, Capt. N.
Behring.—Melchers & Co.
PANDORA, Anglo-Humian str., Capt.
G. Sturt.—Melchers & Co.
RABBIT, American barque, Capt. Chas.
F. King.—H. J. H. Trip.
ELEPHANTA, British steamer, Captain
Fowler.—Russell & Co.

SHIPPING.

ARRIVALS.
February 24, 1884:—
Anson, German steamer, 395, F. W.
Schneider, Hoilow Feb. 21, General.
WELDER & Co.
Peking, British steamer, from Canton.
Phig-on, British steamer, 574, A. A.
McGlashan, Pakhol Feb. 21, and Bellow
23, General.—RUSSELL & Co.
Douglas, British steamer, 982, Samuel
Ashby, Poochow Feb. 21, Amy 22, and
Swatow 23, General.—NICHOLAS STRAMBERT
Co.
Ningpo, British steamer, 761, Crawford,
Shanghai Feb. 21, General.—SMITHSON &
Co.
Hoilow, British steamer, 896, A. Vardin,
Haiphong Feb. 21, General.—BUTTERFIELD
& SWIRE.
Cassino, German ship, 977, C. Jacobs,
Cardiff Oct. 22, Coal.—F. & O. S. N. Co.
February 25:—
Hecht, German 3-m. schooner, 356, W.
Ploetz, Quilken Feb. 8, Salt.—SMITHSON &
Co.
Camorta, Dutch steamer, 1,430, J. Oreille,
Amoy Feb. 22, and Swatow 24, General.—
JARDINE, MATHESON & Co.
Kong Bong, British steamer, 892, R.
Jones, Bangkok Feb. 18, General.—YUEN
FAI HONG.
H.M.S. Swift, from a cruise.
H.M.S. Fly, from Canton.

DEPARTURES.
February 24:—
Triumph, for Quanaig.
Fooling, for Shanghai.
Kwangtung, for Canton.
The Day, for Nagsack.
Cheong Hock K

out to be a couple of European electricians who have been engaged in erecting the telegraph line, and had gathered together their employees for the simple object of having their photographs taken. As regards the group, which was composed of some sixty Chinese, we hope that the camera failed to produce a faithful picture, as a mass of two hundred countenances, as a mass of two hundred countenances, would have been a most curious sight. The natives, who had out of curiosity assembled, were handsome in comparison with the Chinese, and presented a far more pleasing appearance. The two British gentlemen appeared, however, to be rather proud of their staff than otherwise, and we must certainly admit that they have not lost their reputation of being steady, independent, and good workers during their temporary residence in Foochow.

FEARFUL EXPLOSION ON BOARD A RIVER STEAMER.

The following was issued as an "Extra" today:—

News of a most disastrous and fearful explosion on board the Canton and Macao Steamboat Co's steamer *Yotai*, reached the Colony late yesterday evening, on the arrival here of those of the crew and passengers who had survived. As most of our readers are aware, the *Yotai* was taken off the Canton and Macao line, on which she had been running, a few months ago, to have new boilers put in, and to undergo a thorough overhaul at the Kowloon Docks. The work on the steamer was completed last week, and yesterday afternoon she started on a trial trip to Macao, having on board a number of Europeans as passengers. The steamer was under the command of Captain Hayland, with Mr Woods as chief engineer, and the names of the passengers were:—Mr D. E. Caldwell, (solicitor); Mr and Mrs R. Fraser-Smith; Mr and Mrs Stuart Fraser-Smith; Mr G. Frizell, Draughtsman, Hongkong & Whampoa Dock Co.; Mr J. S. Brewer, Government Surveyor of Ships; Mr W. L. Scott, Superintendent of Kowloon Docks; Mr S. F. Pinker, Foreman Engineer, Kowloon Docks; and Mr P. A. Costa, Secretary of the Hongkong, Canton and Macao Steamboat Company. The steamer left Kowloon Docks, by appointment, at a quarter to one o'clock, and on her way through the harbour, stopped to pick up the passengers, who went off to her in a launch from Peddar's Wharf. There were then only 12 lbs. of steam in the boilers, though the working valves were fixed at 25 lbs.; the Government valves were to be adjusted by Mr Brewer on the way to Macao to stand 25 lbs. pressure. After picking up the passengers, the *Yotai* proceeded on her journey, slowly, owing to the adverse tide and the small quantity of steam in the boilers. On this account Mr da Costa asked Captain Hayland to take the inner channel, where there would be smoother water. This was done, and after the steamer had passed through the Cap Sui Mun Pass, it was arranged that the company should sit down toiffin. Previous to this, it was remarked by the passengers, who were on the fore part of the ship, that there was a good deal of vapour coming out of the waste steam pipe, and Mr Brewer went to enquire into the cause. Mr Brewer met Mr Scott, who, on being asked what was wrong, said the safety valves were looking and the boilers priming. Mr Brewer suggested that the engines should be slowed down, but Mr Scott said they were going very slow and also that there was only 12 lbs. of steam in the boilers. It was then arranged that Mr Brewer should visit the engine room at all until after tiffin, by which time there would be enough steam in the boilers to allow him to adjust the safety valves. Shortly after this, the steamer ceased to come out of the waste steam pipe, and the whole of the Europeans on board, with the exception of Mr Woods, the chief engineer, who remained below, went into tiffin in the Chinese cabin aft, which had been fitted up for the occasion. This was about a quarter past two o'clock. Three quarters of an hour afterwards, the steamer was again heard roaring through the waste steam pipe, and Mr Pinker left the table to see what was the matter. Mr Brewer followed and went onto the upper deck and looked down through the skylight into the engine room, and saw that the pressure gauge showed between eleven and twelve pounds of steam. Shortly afterwards the noise of the steam escaping ceased and Mr Brewer returned to the cabin and again sat down at the table. He had not been seated more than a few minutes when he and the others felt themselves suddenly hurled into the air. None of those whom we have interviewed remember anything more, until they found themselves struggling in the water, when the fore part of the steamer some four or five hundred yards off. Mr Brewer says he did not even hear the sound of the explosion, and Capt. Hayland says all he remembers is his head striking the water, and one of his legs coming in contact with a piece of wood. Captain Hayland and Mr Brewer swam towards the after deck-house roof, which, strange to say, was completely intact and were assisted out of the water by Messrs Caldwell and Fraser-Smith, who had already succeeded in scrambling out of the water on to it. Mr da Costa had also been pulled out of the water in an unobscured state. He was afterwards raised off the deck, on which he was lying with the water washing over him, and placed in a canvas chair, which was hoisted on to the roof of the house by one of the survivors. Those on the raft saw Mrs Robert Fraser-Smith floating away on a piece of the wreckage, but they were unable to render any assistance. They also saw a couple of bodies of Europeans floating about, apparently dead, one of them having on a brown coat. It was also observed that there

were a number of persons on the fore part of the steamer, that part being almost uninjured, engaged lowering a boat; and in a short time this boat, with the Portuguese boatwain and a Chinaman on board, came to the deck-house roof and took on board all those who were on it. Mr da Costa was first lifted on board, and then the others got into the boat. About an hour afterwards a junk bore down and took them all on board and also sent sampans to the steamer and brought off all those that were on the wreck. A little later on another junk bore down, and reported that they had picked up Mrs R. Fraser-Smith, and a Portuguese seaman who had got adrift in one of the boats. Mr da Costa was placed in the cabin of the junk and every attention was paid to him, and Mr Brewer and the Portuguese boatwain transferred themselves to the other junk to look after the comfort of Mrs Smith, who was also placed in the cabin, and rendered as much attention to her as was possible under the circumstances. The junk people were very kind and considerate, and did everything in their power to alleviate the misery of the survivors' position. It must have been about 3.20 p.m. when the explosion occurred, because Captain Hayland found that his watch had stopped at 3.20, and Mr Brewer, when he got out of the water, looked at his watch and saw it was just about 20 mins. past 3. Before the junk left the wreck, an endeavour was made to get some things off the ship, but the only articles saved were a number of law papers belonging to Mr Caldwell, a small bag belonging to Mr R. Fraser-Smith, and some other trifling articles. Mr da Costa never recovered consciousness, despite the efforts made to restore him, and he died on board the junk about seven o'clock. His death seems to have been caused by concussion of the brain or spinal cord. There is a deep cut, as if made by a severe blow, on his temple. The junk started for Hongkong about half-past four or five o'clock, by which time natives were busy loading the vessel. Hongkong was reached about half-past ten by the junk, but as they anchored far from the harbour, it was some considerable time afterwards before the party was landed. Mr Caldwell went off to the steamer *China* near by and asked those on board to take the injured survivors ashore. Those Europeans who have been saved are:—Captain Hayland, Mr and Mrs Robert Fraser-Smith, Mr Brewer and Mr Caldwell. The others are missing, and there is little doubt that they have met their death, either by drowning, or being hit by some of the debris. Nine Chinese are also missing. All those who were saved who were in the after part of the steamer when the explosion occurred are more or less injured. Captain Hayland, who is in Hospital, is severely strained and bruised all over, Mr Brewer is also bruised all over the upper part of the body; he also received a cut on the back of the head. Both attention have got their faces temporarily disfigured; but their injuries are not of a serious nature, and they are expected to get over them soon. The dead bodies of two Chinese who were picked up by the junk and brought to Hongkong are dreadfully mutilated.

The cause of the explosion is not definitely known; but as the matter will likely be made the subject of an official enquiry, we refrain from saying anything about it. This forenoon divers and diving apparatus were despatched from Kowloon Docks to the scene of the disaster to search for the missing bodies.

Since writing the above, we learn that Mr Robert Fraser-Smith was the first person to reach the deck-house roof, on which there was then lying the dead body of a Chinese. This gentleman's injuries are more serious than those sustained by any of the other survivors, but they are not so serious as to lead to apprehension. He has sustained a severe cut on the head, and his legs have been seriously damaged. We also learn that Mr Frizell's dead body was seen to come to the surface, and then disappear, a fact which dispels all doubts as to this gentleman's fate.

Mr Caldwell was fortunate enough to escape with one or two slight bruises, and Mr Robert Fraser-Smith, though seriously shaken, has not received any injury which is at all likely to prove fatal.

A Chinese boy who has been saved is now in Hospital suffering from a broken leg and other injuries.

When our reporter called on Captain Hayland and Mr Brewer, both gentlemen were able to converse with him freely.

The following shows how the passengers were seated at table when the explosion occurred, and those marked with an * represents those who have been killed:—

Mr R. Fraser-Smith. Mr S. Fraser-Smith. Mr D. E. Caldwell. Mr G. Frizell. Mr J. S. Brewer. Mr W. L. Scott. Mr S. F. Pinker. Mr P. A. Costa.

enlightened and prominent members. Mr da Costa attained, perhaps, a higher status in commercial life than any other member of the community to which he belonged; and he was certainly one of the most intelligent. He took an active and important part in all matters connected with the social well-being of his own people, with whom he was almost, if not altogether, universally popular. His personal friends will deeply lament his loss, and the community in general will feel greatly deprived at his sudden death. He was the Secretary of the Steamboat Company from its very birth, and during these many years he gained the respect of all by his unvarying courtesy and desire to oblige every one. His funeral will take place to-morrow with full Masonic honours. He was at one time Secretary of the District Grand Masonic Lodge of South China.

The death of the three gentlemen who were connected with the Dock Company will also be generally deplored. Mr Scott has been well known in Hongkong for many years, and by his sterling honesty and straightforward qualities, he gained the admiration of all those with whom he came in contact. He was an excellent workman, and was extremely well liked both by his employers and by those whom he had under him. He joined the Dock Company's service about three years ago. He was previously in the employ of the late Mr Inglis. He leaves a widow and one child.

Mr Pinker also joined the Company's service three years ago. He was for some years employed in the service of the Japanese Government, both at the Engineering School at Tokyo and on board of a Japanese man-of-war. Both were positions of great trust. Like Mr Scott, he was a first class workman, and was also universally liked for his genuine good qualities.

Mr George Frizell entered the service of the Hongkong and Whampoa Dock Company as an engineer draughtsman in the beginning of last year, and arrived in Hongkong in the early part of April. He was about twenty-eight years of age. He was formerly in the employ of Messrs Robert Napier and Sons, of Glasgow.

An inquest on the bodies of Mr Costa and the two Chinese mentioned was opened at the Government Civil Hospital this afternoon before the Coroner, Mr H. E. W. dehouse, and Messrs Hornum, Keston, C. E. Hyndman, and A. J. S. Judah. The Coroner and juryman viewed the bodies, but no evidence was taken, and the enquiry was adjourned until to-morrow afternoon, when it will be resumed at the Magistrate's.

THE HONGKONG OBSERVATORY.

Dr Doreck, the Government Astronomer, published in the *Government Gazette* of Saturday a report on the weather during January, and adds the following remarks:—

The building of the Observatory was so far advanced by the 1st of January, that it was found possible to fix the Standard Barometer in the Instrument Room, and to put up a Stevenson Screen, as well as stands for Radiation Thermometers, at a distance of about 75 feet S.W. of the main building, but the Thermometers are placed over dry earth, as the levelled ground round the Observatory has not yet been covered. The Barometer is placed 110 feet above Mean Sea Level, as determined by the Office of the Surveyor General's Department. The bulbs of the Thermometers are about 160 feet above Mean Sea Level and 1 foot above the ground, except the Maximum Thermometer, which is a few inches higher, and the Terrestrial Radiation Thermometer, which is about one inch above the ground.

The Self-recording Instruments are not yet erected, as their places are not ready. The Lightnings-rod is at Cape d'Audier and Great Island, as well as the signal-station at Victoria Peak received in December last orders from Captain Thomsen, M.C., Harbour Master, etc., to make Meteorological Observations according to my directions from the 1st January, and I lost no time in giving them instructions and fitting up their Instruments.

At Victoria Peak, the Instruments except the Radiation Thermometers, are placed in the Look-out. The Barometer is about 120 feet above Sea Level. The bulbs of the Thermometers are placed about 160 feet above the floor, except the Maximum and the Terrestrial Radiation Thermometers, which are placed at the same height above the ground as at the Observatory.

At Cape d'Audier, the Thermometers are placed at 170 feet above Sea Level in a wooden screen 2 feet above the ground, except the Maximum Thermometer, which is a few inches higher. No Instruments are used at Green Island.

The man who can't learn from the experiences of others isn't going to learn much from his own.

When we are sick there is nothing more difficult than to cure ourselves, and when we are well there is nothing more easy than to cure others.

"Do the child die under suspicious circumstances?" asked the coroner of a witness. "No sir, it did not. It died under the back porch."

A baby seaman, who had escaped one of the recent shipwrecks on our coast, was asked by a good lady how he felt when the waves broke over him. He replied, "Well, my lady, very wet!"

A miserly man has just invented a big gun, which he thinks "will fill a long-felt want." "The long-felt want" referred to is its ability to kill and wound eight hundred men out of a regiment of one thousand at a distance of one hundred yards. And yet they say the barbarians are dying of it.

Sir John Lubbock makes a statement which is hard to realize. Down to the year 1834 the English Government gave to the tax-payer a notched stick as a receipt. The old exchequer bills were willow rods about five feet long, the ends were notched at certain intervals, each notch being understood to mean so many pounds, shillings, and pence or fraction thereof. When the amounts were thus noted the stick was split, one part being kept by the tax-payer and the other by the Government. Luncheon money of these old fables were showed away in the vaults of the old House of Commons, and it is said that they were probably the cause of the fire which destroyed it.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The following is the report of the directors to be presented at the ordinary yearly meeting of shareholders, to be held at the offices of the company, No. 14, Praya, to-morrow, at 3.30 p.m.:—

To the shareholders of the Hongkong and Whampoa Dock Company, Limited.

GENTLEMEN,—The directors have now to submit to you their report with a statement of accounts for the half-year ending 31st December last.

The total receipts for the six months are \$519,431.26, and the net profit, after paying interest due and all charges, amounting to \$96,018.64, to which has to be added to balance brought forward from last account, 2,083.04

\$98,101.68 from which have to be deducted:—

Directors' fees, \$8,300.00
Auditors' fees, 250.00
2,750.00

making available for appropriation, \$95,101.68

The directors recommend that a dividend of 4 per cent. on \$50,000.00 be paid to the shareholders, and a bonus of \$10,000.00 be written off the cost of engineering plant at Kowloon and Whampoa Docks, and \$15,000.00 from the value of Aberdeen Docks, leaving a balance of \$4,351.68 to be carried to next account.

The amount expended upon the new dock to the 31st of December last was \$93,428.50, and the agreement with the British Admiralty has been signed.

The profit shown upon the working of the business during the six months of 1883 is less than that obtained during the previous half-year, owing to the great reduction in the number of vessels engaged on the coast, which has been caused by the general slackness of trade. Since the commencement of the present year there has been a marked improvement in the demand for the docks, and the vessels have been fully employed, and some favourable contracts for the construction of vessels have been undertaken. The directors are satisfied that in the work of construction there is a profitable field open for an extension of the company's operations, and every effort is being made by the Secretary to cheapen the cost of production by centralizing the plant and introducing labour saving machinery.

In accordance with clause 60 of the articles of association, Messrs C. D. Bottomley and F. E. Foster retire by rotation but offer themselves for re-election. Mr Reimers having left Hongkong, the directors have invited Mr Max. Grole to the vacant seat on the Board, which appointment has been confirmed by the shareholders at this meeting.

The accounts have been audited by Messrs Thos. Arnold & F. T. Pearce Foster, the latter acting for Mr H. W. Davis who is temporarily absent from the colony. The Board recommend Messrs Arnold and Davis for re-election.

P. B. JOHNSON, Chairman.

POLICE INTELLIGENCE.

(Before A. G. W. Esq.)
Monday, Feb. 25.

Chung Aaan, and Chung Aing, coolies, were charged with being in the unlawful possession of a watch on the 24th instant. The 129 stated that in consequence of what he had heard he went to look for the first prisoner, and found both prisoners looking at the watch. The first prisoner said the watch belonged to a foreigner. He took them to the Police Station, and the watch was found to be a gold watch, valued at about \$14 on the 24th instant. Defendant entered the house at about 2 a.m., and the noise he made aroused prosecutor, Leung Ah, a merchant, who summoned the police. The 129 said he and his partner went to the house and found the watch in the box, etc., produced in his possession.

Prisoner was sentenced to six months' imprisonment with hard labour. He admitted a previous conviction for a similar offence a year ago when he received the same amount of punishment.

FOOCHOW.

The recent Carnival of the "Feast of Lanterns" is admitted by the Chinese to have been the most magnificent display witnessed for many years, and this fully evinces the hardness of the times. The Canton Club gave their usual theatrical performance, but the plays appeared weak, the parts not properly sustained and the native assemblage remarkably unenthusiastic.

A Chinese youth of eighteen years of age committed deliberate suicide during Tuesday night last, by swallowing a large quantity of opium. It appears that the unfortunate fellow was found as apprentice to a tailor, and he had been spending the Chinese New Year holidays at home, but failed to return to work. For this reason he received several blows from his parents, and this preyed so much on the youth's mind as to cause him to put an end to his existence.

As an illustration of the unusual severity of the recent winter the past week, it has been described on the banks of the river, Monday last (Feb. 11th) the hills of Kishan were sprinkled with snow. The latter is certainly an uncommon occurrence, but nevertheless has been witnessed on several occasions since 1864, the date given in the new directory as the last downfall in this locality.

Although several proclamations have been issued during the past two years prohibiting the use of spurious cash by the native bankers of Foochow, still the amount of spurious currency in circulation has increased to the extent of twenty per cent. The native authorities have now made such a stringent edict against the use of bad coin, as is expected to have the desired effect. It is, however, a fact, though to the uninitiated an anomaly, that the very worst description of cash is still in demand for the purpose of purchasing goods for the various Yamen.—*Herald.*

ALLEGED IMPEACHMENT OF THE VICE-ROY HO.

(*Foochow Herald*, Feb. 14.)

We learn that a complaint has been lodged at Peking by Chung Chu Sheng, Governor General of the Province of Kwang Tung, to the effect that the Vice-Roy Ho, who is a quiet, unassuming

man, though intellectual personage, is certainly worthy of commendation, as it was only natural that during the recent trouble he should endeavour to provide for the safety of his family whilst at the same time having the comfort of their society in his old age. As it is customary to remove, or in exceptional cases re-appoint, all Officers holding high positions under the Government every two years, it is worthy of note that the present Vice-Roy has held continuously his appointment in Foochow for a period of seven years, and this fact, which speaks volumes for his ability and integrity, has been discharged the onerous duties of his office, tending to illustrate the rottenness of the Chinese Government, which we should have imagined would have taken into consideration his long services and have overlooked so trivial an offence as that to which we have alluded. Probably, however, His Excellency Ho's exceptional honesty during his term of office has prevented his acquiring a sum adequate to meet the exactions of the Government at the present period, and hence the attempt made to procure his removal. And this is a point which is now daily being made (or more correctly speaking, purchased) with a view to replenishing the coffers of the state.

THE RECENT CHOLERA EPIDEMIC AT FOOCHOW.

The following extract from the report of Dr. Rennie, Customs Medical Officer at Foochow, on the health of that port for the half-year ended on the 30th September last, deals fully with the cholera epidemic that prevailed at Foochow last year:—

In August cholera made its first appearance in an epidemic form since 1877. About the middle of July a number of people in the village of Chungpang, situated behind the actual and dockyard at Pagoda Anchorage, died of a disease of which the symptoms were diarrhoea, purging and vomiting, cramps in limbs, collapse, and in most cases terminating fatally 10 hours after the onset of the malady. On the 8th July an imported case of cholera was admitted into the Pagoda Anchorage Seamen's Hospital. Among natives at the Anchorage, from the middle till the end of July, the disease was very prevalent. On the 26th July, 25 natives are said to have died of cholera, and so the epidemic was said to have been introduced into the city. Towards the end of July, eight seamen of the H.M.S. *Esper* became infected. The supposed source of disease was ascribed to a native from a village near the river, who had been visiting the city, and who had been drinking from a public well, and who had been drinking from a public well, and who had been drinking from a public well.

From Pagoda Anchorage the disease spread among the inhabitants of boats, and villages, along the banks of the river, and in the direction of the sea and up river towards Foochow, making its appearance about the 10th August among the natives of Lungtong, a creek 5 miles long, which leads from the city to the sea, and which is a very fertile and populous district. The disease was said to have been introduced into the city by a native from a village near the river, who had been visiting the city, and who had been drinking from a public well, and who had been drinking from a public well, and who had been drinking from a public well.

It is pleasant to have to record so few cases of cholera among foreign residents. Several Chinese, however, have been killed by the disease, but at an early stage, the coolies recognised the seriousness of their ailment, and while strength remained went off to their homes. In several instances poor afflicted natives, knowing their case was near, had themselves down at the gates of European houses, hoping that when they expired their remains would be decently interred. Frequently, poor people who had died over night were in the morning found lying in the streets. Coffins often hurriedly and wretchedly made, containing the dead were consigned to the river, and were borne through the streets for burial in shallow graves on the hills. The fortunate escape of Europeans can only be due to their clean habits and the non-contagiousness of the disease. Here foreign residents almost invariably drink natural aerated waters or bottled water manufactured under European supervision. Fresh water fish is never seen in European houses, and salt water fish, unless perfectly fresh, is never seen in European houses.

Seeing that native gardeners are bred up from the idea that growing vegetables without manure is almost impossible, it is not to be too careful in overlooking the operations of over-fertilisers. Vegetables in a raw state, unless grown in a private kitchen garden, should never be eaten.

WHAT THE PASSENGER WITH ONE EYE DID.

There was an army officer, a surgeon, and two men who might have been nine inspectors in the stage when it drew up at Bart H. to take on another passenger. "Howdy?" said the new passenger as he crowded in.

As he stood for a moment in the light of the station lamp, all eyes were turned to him. He wore no shade on his eye, and he seemed to be a man of some consequence. He was a man of some consequence, and he seemed to be a man of some consequence.

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forma of the disease. When the urine was passed freely a favourable prognosis was also given. Sometimes the malady was very mild.

At 8 a.m. on the 25th September one of the patients of the Foochow native hospital (patients provided themselves with food) had a loose stool followed by nausea and slight vomiting. Between 8 a.m. and 12 noon, when the patient was dozing, he had only had five watery motions and vomited five times. The early stage of the patient had several doses of a solution containing opium, camphor and capsaicin, and afterwards four subcutaneous injections of 1-dram dose of either, while a mixture of essential oils and ether was frequently given by the mouth.

Heat was applied to the extremities and body by hot bottles. All failed to excite reaction, and the patient lay pulseless and speechless, but sensible, till 4 p.m., when he died.

The shortest duration of the disease heard of occurred in the case of a member of the Emperor's body guard down here on a visit to his father, the Tartar general. In the middle of a feast given by the father, the son was suddenly seized with vomiting and purging, and died in three and a half hours. Previous to his seizure the patient was in perfect health.

In most cases when advice was sought early the symptoms yielded readily to ordinary treatment. Some natives provided with pills containing opium, camphor and capsaicin to arrest diarrhoea, and a mixture of essential oils and ether. Hallett to promote reaction, said that when they treated patients at an early stage of what was apparently real cholera they had in many cases arrested the disease. In the advanced stages all remedies seemed to be futile.

From the history of the malady in this district it would seem to have been imported. In the city summer diarrhoea is, every hot season, more or less prevalent. Those who suffer are children, and there is seldom that intense prostration of strength, pulselessness and loss of speech so characteristic of Asiatic cholera. Such numbers of people as have died this autumn in such a fearfully rapid manner do not annually die.

If cholera be communicable by the intestinal excretion of the diseased, there are in Foochow ample means for its propagation. All nightsoil from public latrines and nightsoils is carried off in open buckets by the peasant inhabitants of country villages, who store it close to their houses in tubs, and it decomposes and ferments till required for the gardens and fields. In the vicinity of the tanks and gardens there is always a pond, which supplies water to dilute the nightsoil provided to pouring it over the vegetables.

Between washing buckets and leakage from the public latrines, the water in the pond must get very much contaminated. The continued contact of the patients with the evacuations both of the dead by an ill-disposed cause to be the only reason for the greater prevalence of the malady among country people than among the denizens of the crowded city. Residents previous to conveying their vegetables to market drrench them with water to keep them fresh. This they accomplish by wading into the nearest pond until their burdens get immersed in the filthy water, and the streets are frequented by men carrying water, as likely to be contaminated with choleraic evacuations as the water in the ponds, and the water in the ponds, and the water in the ponds.

Some philanthropists thinking water itself was the chief source of the disease, had placards warning people of the danger they run in eating this fruit placed in prominent situations. By natives water has not been cooked is seldom drunk; but fish, vegetables and fruits may have all been polluted with the evacuations of the afflicted. The Chinese are extremely careless as to the cleaning of their dishes and cooking utensils, so that after all water may have been the carrier of the malady.

It is pleasant to have to record so few cases of cholera among foreign residents. Several Chinese, however, have been killed by the disease, but at an early stage, the coolies recognised the seriousness of their ailment, and while strength remained went off to their homes. In several instances poor afflicted natives, knowing their case was near, had themselves down at the gates of European houses, hoping that when they expired their remains would be decently interred. Frequently, poor people who had died over night were in the morning found lying in the streets. Coffins often hurriedly and wretchedly made, containing the dead were consigned to the river, and were borne through the streets for burial in shallow graves on the hills. The fortunate escape of Europeans can only be due to their clean habits and the non-contagiousness of the disease. Here foreign residents almost invariably drink natural aerated waters or bottled water manufactured under European supervision. Fresh water fish is never seen in European houses, and salt water fish, unless perfectly fresh, is never seen in European houses.

TEMPERATURE.

(Taken at Messrs Palmer & Co's Premises, Queen's Road.)

HONGKONG, February 25.

BAROMETER—9 A.M. ... 30.424
Do. 1 P.M. ... 30.524
Do. 4 P.M. ... 30.599
THERMOMETER—6 A.M. ... 57
Do. 1 P.M. ... 60
Do. 4 P.M. ... 58
Do. (Wet bulb) 9 A.M. 55
Do. 1 P.M. 56
Do. 4 P.M. 57
Do. Maximum ... 60
Do. Minimum over night 55

CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—24TH FEBRUARY.

Station.	Barometer (at sea level)	Thermometer (in shade)	Wind.	Weather.	Remarks.
Manila ... 09.01.06	30.58	57	WNW	1 c	
Hongkong 30.58.00	30.58	57	N	1 c	
Amoy ... 30.32.00.71	30.32	57	NE	1 c	
Foochow 30.37.40.78	30.37	57	NE	1 c	
Shanghai 30.49.57.18	30.49	57	NW	1 c	
Nagasaki 30.20.00	30.20	57	NW	1 c	
Wakatsuki 30.11.47.4	30.11	57	NW	1 c	
Hankow 30.11.47.4	30.11	57	NW	1 c	

Hongkong Observatory, Feb. 25, 1884.

AT 10 A.M.—25TH FEBRUARY.

Station.	Barometer (at sea level)	Thermometer (in shade)	Wind.	Weather.	Remarks.
Manila ... 30.18.77.00	30.18	57	WNW	1 c	
Hongkong 30.41.56.00	30.41	57	N	1 c	
Amoy ... 30.37.62.00	30.37	57	NE	1 c	
Foochow 30.41.51.00	30.41	57	W	1 c	
Shanghai 30.51.00	30.51	57	W	1 c	
Nagasaki 30.11.47.4	30.11	57	NW	1 c	
Wakatsuki 30.11.47.4	30.11	57	NW	1 c	
Hankow 30.11.47.4	30.11	57	NW	1 c	

The Barometer is steady and the Temperature and Humidity have decreased a little at all stations. Gradients indicate moderate NE breezes.

W. DORECK, Government Astronomer.

Hongkong Observatory, Feb. 25, 1884.

METEOROLOGICAL REGISTER.

Hongkong Observatory, Feb. 25.

...well stopped at various points on the within a week, and it was pretty firmly believed that a bad gang had added on the route and, were still ripe business." The man with one eye had decided to say. Once or twice he raised his hand and that single eye blazed in the darkness like a lone star, but not a word did he say. The captain had said he would do in case the coach arrived, and this brought out the others. They were all ready to fight. The passengers had money to fight for and weapons to use.

The man with one eye said nothing. At

